MOZANS, H. J. *Woman in Science.* Pp. xi, 452. Price, $2.50. New York: D. Appleton and Company, 1913.

H. J. Mozans, in his *Woman in Science,* gives us a most comprehensive survey of the scientific activity and attainments of women. Primarily inspired to his investigation by extensive travels in Greece and Italy, the author begins with the learned women of ancient Greece—Hypatia, Sappho, and Aspasea, and of somewhat less widespread fame, Gorgo, Andromeda, and Corinna—and passes on from them to the women of ancient Rome, the women of the Middle Ages, when education was largely confined to monasteries, the women of the renaissance, and the women of subsequent and modern times. He shows during each of these epochs the advantages and opportunities offered to women in each country, and indicates where their achievements were least, and where greatest. He very conclusively proves that where opportunity was great, achievement was likewise great, and vice versa. "In every department of natural knowledge," he states, "when not inhibited by her environment, woman has been the colleague and the emulatress, if not the peer, of the most illustrious men who have contributed to the increase and diffusion of human learning." He analyzes most carefully the biologic capacity of women for scientific pursuits, coming to the conclusion that the reputed difference in intelligence between men and women is due not to difference in brain size or structure or innate power of intellect, but to education and opportunity. He then goes carefully through the historical development of each science, beginning with mathematics, going on through astronomy, physics, chemistry, the natural sciences, medicine, and surgery, archæology, and invention, and shows the instances, extent and value of woman's contributions to each science. He concludes with the prediction that increasing education and opportunity for women will bring about ever-increasing participation in the advancement of science.

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RUSSELL SAGE FOUNDATION (ed. by). *San Francisco Relief Survey.* Pp. xxv, 483. Price, $3.50. New York: Survey Associates, Inc., 1913.

Relief work in the time of disaster has usually been a chaotic experience. That it has come to be, in America at least, an orderly experience with the sure touch of the efficient worker behind it is largely due to the lessons learned by the leaders in the relief work following the San Francisco fire in 1906. In the *San Francisco Relief Survey* we have a valuable statement of the methods which were used at that time with some equally valuable comment on their results. The book omits many of the dramatic features of the catastrophe itself. It confines itself to those phases of its aftermath which will be suggestive to any other corps of workers facing responsibility for the rehabilitation of a group or a community smitten by sudden or widespread disaster.

The book is divided into six parts representing as many phases as the work described. They are: Organizing the force and emergency methods, rehabilitation, business rehabilitation, housing rehabilitation, relief work of the associated charities and the residuum of relief. There is a final brief

summary of the lessons taught in this Relief Survey. The six sections have six different authors, each of whom was active in some part of the San Francisco relief work.

It is to be hoped that national disasters like that in San Francisco in 1906 will grow fewer. The experience of Dayton in 1913 shows, however, that we cannot disarm yet. No human experience combines such a mass of misery, such an outpouring of money and sympathy, and such a paralyzing of the restraints and the routine of everyday life. The days which follow a great disaster call for the best we have of organization and efficiency. The very atmosphere of disaster works against organization and efficiency, however, and unless a detailed scheme of procedure tested by successful experience is ready at hand a deplorably wrong start is likely to be made.

One of the results of the San Francisco relief work was the development of a new department in the National Red Cross for handling relief problems in times of disaster. This new department has proved its efficiency many times over—most recently at Dayton, Ohio. The volume under review appeared just as this most recent disaster occurred. Those who may be called upon to face similar situations will find it invaluable.

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SAKOLSKI, A. M. *American Railroad Economics.* Pp. xii, 295. Price, $1.25. New York: The Macmillan Company, 1913.

We shall probably never have a satisfactory work, of convenient size and adequate scope, even one covering only those phases of transportation which readily come under the heading of *American Railroad Economics*, the title of Dr. Sakolski's new book. Irritating omissions and sketchy outlines, at points where a rather exhaustive consideration seems required, inevitably recur in books of this sort, in which brevity is a chief aim.

Especially do we feel the limitations of space imposed on the author in his chapter on traffic statistics, where the futility of such data as locomotive-miles traveled and ton-miles of freight moved is set forth convincingly enough. But criticism of conventional statistical indices should have been followed by the suggestion of others that would be more enlightening. A few indicated subjects of fruitful statistical inquiry would have been welcome. The author might at least have named several groups of roads, merely as examples, situated under conditions sufficiently alike to permit an approximate determination of the relative efficiency of the several members of any one group by comparing their respective operating ratios. A writer may very properly forswear historical narrative as far as possible; but it is difficult to see why the recently changed conditions of governmental regulation during the past decade should be discussed so briefly. The widened powers and activities of the Interstate Commerce Commission, if they were to be noticed at all, surely deserved a more detailed treatment than they have been given.

As Dr. Sakolski's work stands, it will be useful only in connection with extensive reading in periodicals and official reports. The chapters on rail-